| Airlines | Sector | Frequency (flights/ week) |
|---|---|---|
| Alliance Air | Calcutta-Silchar-Imphal & return | 3 |
| | Calcutta-Aizwal-Imphal-Calcutta | 2 |
| Jet Airways | Calcutta-Guwahati-Imphal-Guwahati-Calcutta | 2 |
| *MIZORAM* | | |
| *Aizwal* | | |
| Indian Airlines | Calcutta-Aizwal-Guwahati | 3 |
| | Calcutta-Aizwal-Calcutta | 3 |
| Alliance Air | Calcutta-Aizwal-Imphal-Calcutta | 2 |
| *MEGHALAYA* | | |
| Nil | | |
| *NAGALAND* | | |
| *Dimapur* | | |
| Alliance Air | Calcutta-Jorhat-Dimapur-Calcutta | 2 |
| | Calcutta-Tezpur-Dimapur-Calcutta | 2 |
| Indian Airlines | Guwahati-Dimapur-Guwahati | 3* |
| *TRIPURA* | | |
| *Agartala* | | |
| Indian Airlines | Calcutta-Agartala-Calcutta | 11 |
| | Agartala-Guwahati-Agartala | 3 |

*Dornier Operations to Dimapur & Lilabari are temporarily Suspended

**Development of Unused Airstrips**

2494. SHRI SANTOSH BAGRODIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of airstrips in the country, State-wise;

(b) how many of them are usable;

(c) the plan of Government to make unusable strips also usable; and

(d) whether Government have any plan to invite private investment for development of such airstrips?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) There are 448 airports/ airstrips in the country. Of these, 46 airports are in Madhya Pradesh; 45 in Bihar; 38 in West Bengal; 37 in Rajasthan; 34 in Uttar Pradesh; 28 in Assam; 26 each in Gujarat, Maharashtra and Orissa; 20 in Andhra Pradesh; 19 in Jammu & Kashmir; 18 in Punjab; 17 each in Karnataka and Tamil Nadu; 9 each in Arunachal Pradesh and Haryana; 5 in Kerala; 4 in Tripura; 3 each in Manipur, Meghalaya and Himachal Pradesh; 2 each in Mizoram, Nagaland, Andaman & Nicorbar, Delhi and Lakshadweep; 1 each in Chandigarh, Daman, Diu, Goa and Pondicherry.

(b) 120 airports/civil enclaves in the country, are owned and managed by Airports Authority of India (AAI) out of which 76 airports are in usable condition.

In addition, the newly constructed airport at Lengpui in Mizoram managed by AAI is also usable. Information in respect of airstrips owned by other agencies is not readily available.

(c) AAI has identified 32 unusable airports for handing over to the State Governments for their maintenance & upkeep. Two aerodromes namely Kolapur and Sholapur in Maharashtra have been transferred to the State Government of Maharashtra. In respect of Akola the approval of the Ministry of Civil Aviation has been given for its transfer to the State Government and the process of finalisation of the MOU is to be completed. In the case of three airports in Andhra Pradesh, namely Warangal, Cuddapah & Rajamundry, the State Government has evinced interest in taking over these airports.

(d) No, Sir.

**राष्ट्रीय विमानपत्तन प्राधिकरण द्वारा सरकार को लाभांश की अदायगी न किया जाना**

2495. **श्री चीमनभाई हरीभाई शुक्ला:** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि राष्ट्रीय विमानपत्तन प्राधिकरण द्वारा वर्ष 1993-94 से उनके मंत्रालय को लाभांश की अदायगी नहीं की जा रही है,

(ख) यदि हां, तो उसके क्या कारण हैं,

(ग) भारतीय विमानपत्तन प्राधिकरण पर वर्ष 1993-94, 1994-95, 1995-96, 1996-97, 1997-98 के लिए बकाया लाभांश का ब्यौरा क्या है, और

(घ) बकाया धनराशि को वसूल करने के लिए क्या कदम उठाए गए हैं?

**नागर विमानन मंत्री (श्री अनंत कुमार):** (क) से (ग) भारतीय विमानपत्तन प्राधिकरण (ए ए आई) 1.4.1995 से अस्तित्व में आया। इस तारीख से पहले, राष्ट्रीय विमानपत्तन प्राधिकरण (एन ए ए) और भारतीय अंतरराष्ट्रीय विमानपत्तन प्राधिकरण (आई ए ए आई) दो अलग-अलग संगठन थे। 1993-94 और 1994-95 के दौरान राष्ट्रीय विमानपत्तन प्राधिकरण और भारतीय अंतरराष्ट्रीय विमानपत्तन प्राधिकरण द्वारा अदा किया गया लाभांश इस प्रकार है:

| | 1993-94 (करोड़ रुपयों में) | 1994-95 |
|---|---|---|
| राष्ट्रीय विमानपत्तन प्राधिकरण | कोई लाभांश घोषित नहीं किया गया | 9.08 |
| भारतीय अंतरराष्ट्रीय विमानपत्तन प्राधिकरण | 14.67 | 15.28 |

भारतीय विमानपत्तन प्राधिकरण ने 1995-96 में 29.03 करोड़ रुपए और 1996-97 में 26.42 करोड़ रुपए का भुगतान लाभांश के रूप में किया। 1997-98 के लिए, अभी लेखाओं का ऑडिट किया जाना बाकी है।

(घ) यह प्रश्न नहीं उठता।

**Promotion Policy of AI**

2496. SHRI C.O. POULOSE:
SHRI JIBON ROY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any policy in Air India to promote clerical and general officers into technical cadres; and

(b) if so, how many such clerical and general officers have been promoted into technical cadre for the past three years?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Staff and General Officers of Air India possessing the requisite Technical Qualifications and experience are appointed in the technical cadres in the company after following the prescribed process of selection. During the last three years, seven internal candidates have been appointed in the technical cadres.

**Employees working in Indian Airlines**

2497. SHRI C.O. POULOSE:
SHRI JIBON ROY:

Will the Minister of CIVIL AVIATION be pleased to state: